



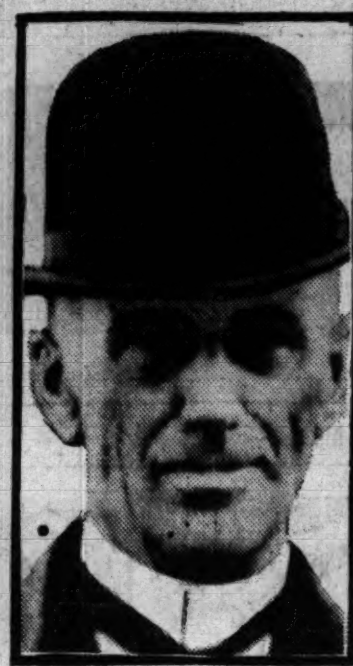


# TESTIMONY POINTS TO OFFICERS OF EASTLAND AS CRIMINALLY NEGLIGENT.

## These Men May Help to Explain the Question, "Who Is to Blame?"



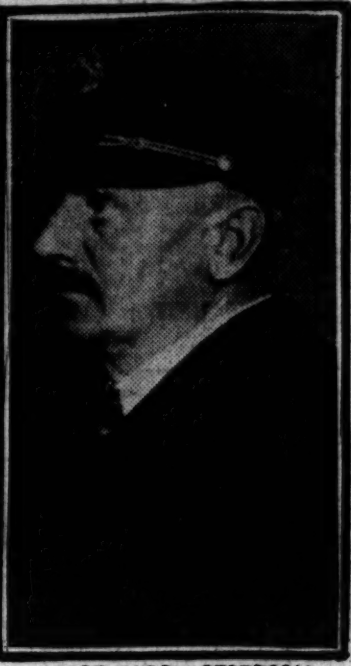
C. C. ECKLIFF



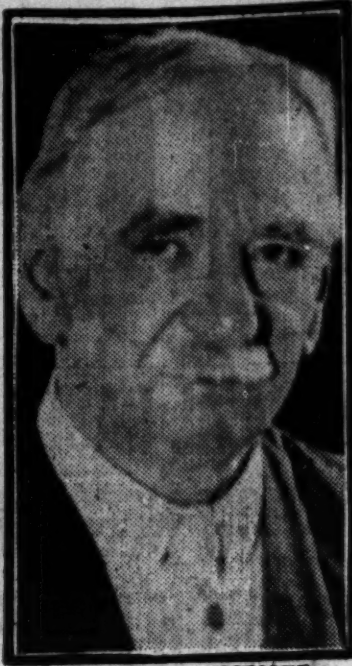
ROBERT REID



J. M. ERICKSON



CAPT. HARRY PEDERSON



CAPT. CHAS. H. WESTCOTT

bargain figure as one-third of its cost price, but did not stop to ascertain the reason. His testimony revealed the Eastland as a "bargain" boat.

### CAPTAIN LET 17 MINUTES PASS

The outstanding feature of the daylight session of the coroner's inquiry was testimony from Harbor Master Adam F. Weckler of 1143 North Shore avenue. He showed that whatever may have been the immediate cause of the accident, Capt. Pederson let seventeen precious minutes pass while the ballast valves failed to trim the boat, before he warned people off the boat. Then members of the crew were the first over the side. Ballast tanks ordinarily fill in from four to six minutes. If they fail to do so, something is wrong.

Mr. Weckler said further that since he had been harbor master he had been curious to learn why Capt. Pederson did not carry water ballast.

"I had asked Capt. Pederson about it and he told me the Eastland didn't need to carry water," declared Mr. Weckler.

The jury was composed of Dr. W. A. Evans, health officer of the city; Francis Henry A. Allen, engineer in charge of the city's reduction plant; William F. Bodé, vice president of the Red-Murdoch company; Harry C. Moir, president and general manager of the Morrison Hotel company; Eugene Beifeld, manager of the Hotel Sherman; and J. S. Keogh, general manager of the W. F. McLaughlin company.

### WALTER C. STEELE

"We bought the Eastland because we thought it was a bargain. We paid \$150,000. It cost originally \$325,000. I thought it odd we could get it so cheap."

Walter C. Steele, secretary and treasurer of the St. Joseph-Chicago steamship company, first witness at the night session, gave his residence as St. Joseph, Mo., and his occupation as that of a farmer.

"I till the soil," he said.

Q—What are your duties as secretary and treasurer? A—Signing my name to a block of bank checks.

Q—Who owned the principal stock of the company? A—I did.

Q—Then you were the angel of the corporation? A—Yes, sir, I was the angel; I put in the most money.

Q—Why did you buy the boat? A—I thought it was a bargain.

Q—How much did you pay? A—It cost us \$150,000.

Q—How much did it cost to build the boat? A—The original cost to build the boat was about \$325,000.

### Why the Low Price?

Q—Didn't you think it queer that a boat which cost so much should be offered for sale at such a ridiculously low price? A—Yes, sir, I thought it somewhat odd.

Q—Did you make any inquiries? A—I believe I did.

Q—How much insurance have you on the boat? A—We have \$150,000.

Q—Does the boat have insurance? A—Yes, sir, we have insurance policy cover? A—I don't know.

Q—What company carries it? A—I don't know.

Q—What premium do you pay for that amount of insurance? A—I don't know.

### Who Owns the Stock?

Q—Are any public officials stockholders in your company? A—None that I remember right now.

Q—Are any of your relatives stockholders? A—No.

Q—Any county or state officials? A—No, sir.

Q—Any city officials? A—There might be one, or there might be more.

Q—Is either your captain or your chief engineer a stockholder? A—I don't think so.

Q—Do you know the salaries of the captain and chief engineer? A—No, sir.

Q—Did you ever hear of the chief engineer before he was hired? A—No, sir.

Q—Is he a relative of any of the officers of the company? A—I understand he is a son-in-law of Capt. Reid.

Q—Who is Mr. Reid? A—One of the inspectors.

Q—An inspector of boilers or inspector of hulls? A—That I can't tell you.

Q—Was Mr. Reid that recommended him to the company? A—That is absolutely so.

Q—(By Dr. Evans)—When did Mr. Erickson go to work as engineer? A—It was either April or May, 1914.

Q—He had been at work a week when you first saw him or knew of his appointment? A—Yes.

Q—What are your interests in the corporation? A—Thirty thousand dollars.

### He Lacks Knowledge.

Mr. Steele was then turned over for further examination to Mr. Hoynes. The witness told Mr. Hoynes that the board of directors of the St. Joseph-Chicago steamship company consisted of George T. Arnold, William H. Hull, and himself.

Under sharp cross examination by Mr. Hoynes the witness said he knew little of the corporation, could not recall when the bylaws were passed or what they provided.

After many questions by Mr. Hoynes and Coroner Hoffman, designed to show the connection of Mr. Steele with the actual operations of the company, to which the witness replied with little show of knowledge of the company's affairs, Mr. Hoynes said:

"I have been trying for fifteen minutes to find your connection with this company. You smile and evade. This is no laughing matter."

Mr. Sullivan then continued the examination.

Q—What do your by-laws look like? A—They were put up in pamphlet form.

Original Capital \$300,000.

Mr. Sullivan then went into the details of the formation of the company. The witness said that the corporation originally

nally was formed with \$300,000 capital stock.

The stockholders at that time were Mr. Steele, Mrs. E. A. Graham, Mr. and Mrs. George T. Hull, and William H. Hull. The corporation purchased the James C. Hart for \$25,000 from Mr. Hull, who received \$15,000 in stock and \$10,000 in cash for the boat. The company started in business with \$5,000.

The witness stated that in order to buy the Eastland the capital stock of the corporation was increased from \$300,000 to \$100,000 in May, 1914.

Q—How many men were in the crew of the Eastland? A—I don't know.

Q—How many engineers were aboard? A—I don't know.

Q—How many officers? A—I don't know.

Q—You don't know much about the business, do you? A—I know nothing about the practical end.

### Not Interested in Ballast.

Q—(By Mr. Hoynes)—Did you ever talk to Capt. Pederson about his ballast tanks? A—No.

Q—Did you ever talk to the captain about the fact that the boat was a "cranky" one? A—No.

Q—You told us a few minutes ago that you had heard that the boat was a "cranky" one; why didn't you ask Capt. Pederson about it? A—I never deemed it necessary to speak of it.

Q—When did you hear that Erickson had been hired as chief engineer? A—About a week after we hired him. Mr. Arnold told me of it.

Q—Did Mr. Arnold say to you "I've hired Inspector Reid's son-in-law"? A—No.

### Mr. Steele said that his salary as secretary and treasurer was \$50 a month.

"Our highest salaryed employee, to the best of my knowledge, is one of our clerks, Mr. Davis, I believe."

Mr. Steele promised to appear for the state's grand jury at Mr. Hoynes's request and he was then allowed to leave the witness stand.

### VICTOR A. OLANDER

"For the past year or so I have attempted to secure an investigation of the United States steamship inspection service in order to suggest some benefits."

Victor A. Olander, secretary of the Lake Seamen's union and secretary and treasurer of the Illinois Federation of Labor, testified as follows:

Q—Your knowledge regarding the Eastland is very limited, is it not? A—"But for the past year or so I have attempted to secure an investigation of the United States steamship inspection service in order to suggest some benefits."

Q—Have you any knowledge of defects of such service? A—Only this: That from an investigation which I have been making from year to year I noticed that some changes in passenger lists of the Eastland were made either in 1912 or 1913. I secured information at the chief office of the steamship inspection service as to the passenger lists at that time. I secured similar information out of a document that was filed before a committee on merchant marine at the house of representatives at Washington, D. C., in 1912 or 1913. I am not sure which year. It was shown that she was permitted to carry at times 141 passengers. Between the months of May 15 and Oct. 15, or what is known as the excursion season, she was permitted to carry 653 passengers, and during that same period, if she kept within five miles of land or in water not sufficiently deep to submerge her, she was allowed 2,000.

### Willard Noted List.

Frederick W. Willard of 506 North Elwood avenue, Oak Park, testified: "I am a mechanical engineer employed by the Western Electric company. I was on board the Eastland. After the gangplank was pulled in I stepped up to the purser, presented a letter from the committee on arrangements, requesting him not to assign staterooms to any passenger without my consent. He said he would comply with it."

"Immediately thereafter I observed a very decided list to the boat. This was about ten minutes after I came on board. I just about that time someone called out, 'Get over to the starboard side'; but there was no attempt made to do so. Right then I observed water beginning to come in the open gangway on the side of the steamer away from the dock. Then it went over."

Questioned by Dr. Evans, Willard said he knew of no prizes being offered for employees of the Western Electric company who should take a large number of picnic tickets, nor of any penalty attaching to their refusal to buy one. So far as he knew, the officials of the company had nothing to do with the promotion of the picnic.

At this point Mr. Willard was excused, and the inquest adjourned until 10 a. m. this morning.

### THE DETAILED STORY OF THE DAYLIGHT SESSIONS

"An inquest on the body of Kate Austin, 31, who died in the Eastland, was held this morning. The coroner's records at the opening in the morning.

The first witnesses to arrive were seven members of the crew of the Eastland in charge of Sgt. Michael Perion of the Lawrence station. They were locked in the courtroom "bullpen." Later thirty more members of the crew arrived. Most of the crew were coatless and dressed in blue shirts and coarse heavy trousers.

Testimony was given by the witnesses as follows:

### R. J. Moore First Witness.

Richard J. Moore, 6011 Englewood avenue, a salesman for the Murphy Varnish company, was the first witness.

"I remarked to a gentleman as I went on the boat at 7:10," the witness said, "that they were removing much of the

give himself up, but a policeman chased him away.

Q—How many people were going aboard at once? A—Two abreast.

Q—Was there any list to the boat while you were taking up tickets? A—I did not notice any.

Q—What time did you first notice a list to the boat? A—I did not notice the time.

### Boat Listed Ten Minutes.

Q—About how long before the boat upset did you notice the list? A—Only a few minutes—not more than five or ten.

Q—The boat was well loaded before you noticed any list? A—Yes.

Q—What is your estimate of the number of people on the boat before she tipped over? A—I did not have occasion then to make any estimate of the number.

### Q—Have you ever seen a larger crowd on the Eastland than there was on this particular morning? A—No.

Q—When you came to the conclusion she was going over what did you do? A—As soon as I saw she was going over I jumped from the fender of the boat to the dock.

### In reply to further questioning tending to develop how many people were aboard, Mr. Flaw admitted that babies in arms were counted as one person and that children went in two on a ticket.

Asked how many of either he had passed up the gangway he stated about fifteen or twenty children and about twenty-five babies.

Q—They were counted as one person by the inspectors, too? A—Yes.

### What Was Going On?

Asked by Dr. Evans how long after they stopped taking up tickets before the boat went over, he replied, "Ten or fifteen minutes."

Q—Did they pull the gangways in? A—No.

Q—Did they let go the ropes? A—One rope.

Q—The stern rope? A—No.

Q—What happened in the ten or fifteen minutes after the gangway was pulled in and before the boat went over? A—I do not know.

Q—Is it customary for a boat to stand ten or fifteen or twenty minutes after the gangways have been drawn in? A—I happen sometimes.

Q—Did you notice the boat listing or yawning? A—No, sir. It just started to list and then went right over.

### Portholes Not Closed.

Q—(By Coroner Hoffman)—How many portholes are there on either side of the boat that you close to keep the water out? A—I do not know. I am not sure of the number, for they are way above the water line.

Q—Well, then, how about door openings in the side of the boat? A—There were three on each side.

Q—Why were they not closed? A—It was not necessary to close them except in rough weather.

The coroner then explained that a diver had reported to him that he found these doors open, and that was his reason for putting the questions. Flaw thought the boat would have filled with water just as quickly if they had been closed as it did with them open.

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"I remarked to a gentleman as I went on the boat at 7:10," the witness said, "that they were removing much of the

ballast, for I could see water pouring from the boat's side by the ton.

"The first indication of trouble was a terrific crash, when a refrigerator tipped over. If warning had been given at that time all could have been saved. Eight minutes elapsed before the boat went over. There were no orders from anyone and the crowd was dense on the boat deck where I was. Passengers were sitting and standing all over the boat deck and when the boat went over I was borne up through an aperture in the roof of the deck."

### Officers and crew.

To Recreation passengers..... 2,193  
Total..... 3,283

### The Third Certificate.

On July 2, a third certificate which was read by Deputy Coroner Kennedy, was issued. It gave the owners of the boat the right to carry 2,570 passengers and was issued at the request of Capt. Pederson.

### State's Attorney Hoynes called attention to the fact that the date of the certificate was one day previous to a letter written by Mr. Greenbaum to the Western Electric company promising to take the employees of the company on the excursion trip.

"I am not arguing a case," Mr. Hoynes, told the jury, "but I want you to see the proximity of the two dates."

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"I do not think that if the ballast tank had been filled the boat would have turned over."

Walter K. Greenbaum, 6715 Calumet avenue, manager of the Indiana Transportation company, then took the witness stand.

### "I chartered the Eastland early in July," the witness said.

"I took care of the Western Electric picnic. We agreed to pay the owners \$500 for the boat and the crew."

Under examination by the coroner the witness said he was on the Eastland shortly before it went down and at that time there were about 2,400 people on the boat.

Q—Did you have any occasion to believe the steamship Eastland was a "cranky boat"? A—A boat that is difficult to handle under all circumstances is known as a "cranky boat," and I have noticed the Eastland "cranky" constantly.

### Carried Too Many Passengers.

Q—Observing all these conditions, do you think the boat was overloaded? A—Well, I don't think the Eastland should have been allowed to carry more than 1,200 passengers. The Eastland did not have enough draft and stability to carry a larger load. Only last Tuesday I talked to Capt. Pederson and told him his boat needed trimming when it came to take water ballast enough to trim the boat before it went over. He should have been able to trim it in from three to six minutes.

Q—Did you ever observe the Eastland to be a "cranky" boat? A—A boat that is difficult to handle under all circumstances is known as a "cranky boat," and I have noticed the Eastland "cranky" constantly.

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"Mr. Greenbaum said the government inspectors had been on the Roosevelt on Tuesday. There was trouble," he said, "and I telephoned to them."

Q—The inspectors have not been on board the Roosevelt this season, except when you called them up and invited them over? A—Oh, they have been around several times.

Q—(By Mr. Hoynes)—Did you make any inquiry into competency or payroll of the Eastland's crew? A—None whatever.

Q—That's all I want to know," was the state's attorney's comment.

Q—Isn't it a fact that despite the fact you knew that the Eastland depended on

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water ballast almost entirely for safety, you made no inquiry about the abilities of the man who was to have charge of such ballast? A—I didn't ask anything about it. Q—Why? Q—The government had licensed them, and that was enough for me.

### Why Did Eastland Sink?

"Why did the Eastland go over?" suddenly asked Dr. Evans.

There was a long pause and the courtroom seemed hushed as the officials, jurors, and the spectators awaited the reply.

"Well, I don't know," Mr. Greenbaum replied after several seconds.

Have you an opinion? Dr. Evans pressed.

"I have three," the manager of the steamship company replied. "The boat may have gone over because there was too little water ballast; secondly, because the water ballast may have been all on one side, and, thirdly, because the people may have been unevenly distributed on the boat."

### Not Alarmed at Listing.

Q—If you had hurried to the boat when you first saw it list, could you have informed the captain of the listing condition? A—I might have been able to reach him, but I doubt it. The captain was up on the bridge of the vessel and the engineer was down in the engine room, and I don't believe I could have reached either of them in time to prevent the tragedy. And then, too, when I first saw the boat list I was not alarmed.

Q—(By former Assistant Corporation Counsel Max Korshak, representing the city) If the boat ballast tanks had been completely filled would the boat have tipped over? A—I do not think that if the tanks had been filled the boat would have turned over.

### WILLIAM J. WOOD

"The designing of the Eastland is faulty and there seems to have been much incompetent inspection."

William J. Wood, naval expert, ship surveyor, and consulting marine engineer, testified that the issuance of the temporary certificate dated July 2, was "irregular," in that the number of passengers a steam passenger ship may carry is calculated not alone on the basis of the amount of life preserving apparatus aboard, but also upon the amount of deck space.

### The certificate allowing the increase in the number of passengers to be carried, Mr. Wood said, was presumably granted because four life rafts had been added to the ship's life saving equipment. These life rafts did not increase the deck space, and if the vessel could carry only a few more than 2,000 passengers before the addition of the rafts it could carry no more afterward.

### "Nine square feet per passenger may be allowed, according to law, and the addition of life rafts should not have been allowed to alter this rule."

Q—Was not the issuance of this certificate both irregular and dangerous? A—At least irregular.

Mr. Wood then read two reports on investigations which he had made of conditions aboard the Eastland. The first report was based on an investigation which he made at Coroner Hoffman's request after the tragedy last Saturday; the second was made "in September, 1903, for the owners of the East-

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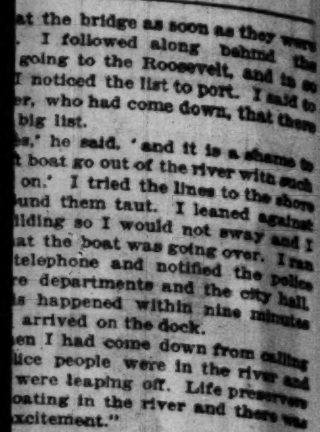
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*Indiana Transportation Co.*


Inspector Reid denied the statement attributed to Capt. Pedersen that he (Pedersen) came to Grand Haven to obtain the certificate.

"It was mailed to him," he said. "The records show that."

According to Mr. Reid's report and his further statement, he resupplied the Eastland on July 11 and found the additional life rafts on board and the vessel in seaworthy condition.

Grand Haven and its local newspaper have rallied to the support of the two steamboat inspectors, both grown gray in the service of the United States, but the fact of their friendship for the Eastland owners and officers remains undisputed.

**T**HERE'S use for Unecda Biscuit every day, in every home, in every street, in every town.

A stylized illustration of a Unecda Biscuit tin, showing the top and sides with decorative patterns. The tin is dark with light-colored accents.

**Unedea Biscuit**  
are uniformly fresh, uniformly good,  
**5¢**

**NATIONAL BISCUIT  
COMPANY**

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# TRIBUNE'S FUND FOR SHIP VICTIMS REACHES \$8,594

## Contributions Pour In for Relief of Eastland Sufferers from All Classes.

Contributions to the Tribune's fund for the relief of survivors of the Eastland disaster poured into the office in increasing volume yesterday. Despite the large total received on Monday, the committee revealed that the second day's receipts were nearly double those of the day before. Contributions of the day totaled \$4,000.25 in amounts ranging from 25 cents up. This, with the \$5,000 received on Monday and the Tribune's original contribution of \$1,000, makes a total of \$10,000.25 to be added to the fund for the relief of the Eastland survivors.

One contribution to the Tribune's fund added a name to the list of survivors. This was from R. J. Moore of 6217 Irving avenue, a salesman for the Murphy Varnish company.

"I was one of those taken from the Eastland wreck on Saturday, but as I left immediately my name did not appear among those rescued," he wrote. "I take pleasure in contributing \$200 to ward the relief fund."

A similar amount came from trustees of the sanitary district, who held a special meeting to take emergency action on the situation arising out of the tragedy. Trustees Fred D. Burt, Patrick J. Carr, Wallace G. Clark, Edward Kane, Charles E. Reading, Thomas M. Sullivan, and Thomas A. Smyth and secretary John McGillicuddy each subscribed \$25.

Julius Fuernberg of 2245 Fullerton avenue worked in the Logan Square district collecting money for Eastland sufferers. He left \$100 in the Tribune office. It was contributed by members of the Pullman Avenue Business Men's association and other residents of the neighborhood.

"I did a lot of walking," said Fuernberg. "For I asked for only \$1 at each place. But the men and women of the district responded nobly."

Twenty-two employees of the American Electrotype company sent \$20 for the fund. The Nu Sigma Tau sorority on the south side sent a contribution of \$3. There will be more today and for days to come.

Have you done your part?

Mayor's Fund Large.

The \$200,000 mark, which the mayor's general relief committee knew to be on the way, W. H. Mann, chairman James Simpson's personal representative at the mayor's office, declared the total will exceed \$200,000 before night.

The subscriptions received during the day amounted to \$20,494.98. With few exceptions these were uncollected. One striking example of the spirit aroused by the disaster was the action of the employees' association of the Illinois Steel company's south side plant. With few exceptions these were uncollected. One striking example of the spirit aroused by the disaster was the action of the employees' association of the Illinois Steel company's south side plant.

From Des Moines, Iowa, Marshall Field III. called Arthur E. Jones of the Field estate to put him down for \$500. Modell McCormick telegraphed from Wood's Hill, Mass.: "Subscribe my name for an initial sum of \$100."

The old tin box on the bar in Stillson's restaurant on Dearborn street contributed \$23.37.

No red tape will be permitted to retard the prompt application of the mayor's fund in cases where immediate relief is needed.

Taking Care of Employees.

J. W. Banker, general chairman of the Western Electric company's relief committee, announced in the evening that \$6,000 had been distributed during the day among members of the committee of the company, most of whom live in Cicero. This amount comes from the company's fund of \$100,000, which is not included in the totals recorded by the mayor's committee.

Seven hundred employees of the company are at work for the company's relief committee, acting as investigators and clerks. "The money spent today does not include the company's bills for employees of the company," said Mr. Banker.

WESTERN ELECTRIC TRIES TO DODGE DAMAGES?

Rumors Current That Company Has Men Out Seeking to Secure Releases from Survivors.

Rumors were current in the vicinity of the Western Electric company's plant at Hawthorne last night concerning the alleged visits by representatives of the company to the homes of victims of the Eastland disaster for the purpose of procuring from the next of kin documents fully releasing the company from all claims for damages in connection with the accident.

The information, which came to the Tribune by telephone, was to the effect that employees of the legal department of the company or others representing either the company or a casualty insurance concern rode from place to place in automobiles and interviewed relatives of the dead.

A physician practicing near the plant was the author of the telephone message, and he said he was informed of the action of the supposed claim agents when called to attend members of several families mourning for their dead, in some cases yet unburied.

TRADERS' FUND NOW \$14,000

Subscriptions on Board Are Exclusive of Packing House Contributions.

The committee appointed by President Carby of the board of directors to receive subscriptions to the Eastland relief fund have received so far approximately \$14,000. This is exclusive of the funds raised by the packing interests.

Postpone Condemning the Rail Game.

Chicago aldermen will not play a hand with the members of the Detroit city council at Detroit in the local council wired to instruct passengers to Detroit officials.

# MONEY AND CHECKS COME FAST FOR MAYOR'S FUND TO RELIEVE DESTITUTION OF EASTLAND SURVIVORS.

The mayor's relief committee, Julius Rosenwald, treasurer, received the following additions yesterday to the Eastland fund:

\$5,000.

International Harvester company.

\$2,000.

Chicago, Rock Island and Pacific Railroad Co.

\$1,000.

Mrs. Cyrus H. McCorkin.

Mrs. Emma Blaine.

Consumers Co.

Chicago Board of Trade.

John A. Reebing's.

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## Russian Dancer at "Tribune" Eastland Benefit on Friday.



## Polo Is Feature at Chicago Golf Club.

POLO is to be featured both Saturday and Sunday at the Chicago Golf Club at Wheaton, when games will be played both days at 2:30 between the Onwenta and Chicago teams, with many weekend dinner parties as accessories.

There is a distinct polo setting round about the club, which because of its vastness by far outshines Onwenta's time-worn clubhouse.

The polo field is in most beautiful condition, and the drive from the station is enlivened by the various groups of ponies one sees at the tiny red and white striped barns on the estate of James L. Stock, who is captain of the team and who houses the thirty-five spirited animals that are the pride of the club.

Eighteen of the little animals spent the winter in California, where Mr. Stock played polo for some weeks, and they returned with him and his bride in the late spring, with all pomp usually allotted to personages of expert talent.

The clubhouse itself will be filled with diners on Saturday evening. Edward S. Moore of Lake Forest, Olive Runnels and John Borden have taken private dining-rooms for their guests, and other hopes and hostesses will be Mr. and Mrs. Mason Phelps, Mr. and Mrs. Frederick R. Babcock, Mr. and Mrs. Addison Stillwell, Mr. and Mrs. Howard Linn, and Mr. and Mrs. J. J. McFarland, Jarvis Hunt, and Miss Maude Hunt, Mr. and Mrs. W. J. C. Houn, Mr. and Mrs. Arthur Dymforth, Mr. and Mrs. Ernest H. Noyes, Mr. and Mrs. K. L. Ames, Walter Schuttler, Mr. and Mrs. Francis Manierre, Mr. and Mrs. James L. Stock, Mr. and Mrs. P. O. Westmore, M. H. Whitney, W. C. Cutler, F. M. Murphy and C. G. Osborn.

There was a garden party yesterday given by Mrs. William J. Calhoun, who has taken the House of Seven Gables. Her guests were the members of the Wheaton Garden club, organized by Mrs. James Keely, who is president, last summer, and there were some dozen guests attending, including Mrs. Frederick R. Babcock, Miss Maude Hunt, Mr. and Mrs. L. Stock, Mrs. A. V. Martin, Mrs. Charles Pope, Mrs. Edmund Hatfield, and Mrs. Streeter.

The gardens, which are in their prime at present, have a number of interesting features. From the western veranda of the long lily house of red brick extends a sunken garden, about which is a grass path lined with trimly cut box hedges.

At the western end of the sunken garden is a swimming pool and two charmingly planned bath houses, with latticed windows and covered with growing vines. On each side of these are blooming gardens, one filled with blue flowers, including phlox, little blue star, snap dragons, cornflowers and larkspur, and all the many beds are edged about with miniature hedges.



MISS HELEN FRANCES KING  
The engagement is announced of Miss Helen Frances King, daughter of Mr. and Mrs. Edward Amos King of 1547 Perswell avenue, to Arthur Richard Graham, son of Albert T. Graham of 6739 Bosworth avenue. Mr. Graham is a member of Phi Kappa Psi fraternity and has recently graduated from the University of Chicago.

win W. McLain, son of Mr. and Mrs. William R. McLain of 4632 Oakwood avenue. The wedding will take place at an early date.

Mr. and Mrs. Charles Pope are leaving this week to spend a few weeks in Asheville, N. C.

A dancing class of thirty young girls and boys of Lake Forest has been meeting on Friday evenings with Miss Louise Armour at Melody farm.

Mr. and Mrs. Louis S. Owsley are guests of Capt. and Mrs. C. C. Rogers of Washington, D. C., who are now at Atlantic City.

## DEATH NOTICES.

**IN MEMORIAM.**  
KRAMER—In fond memory of Jean P. Kramer, who entered into rest two years ago today.

ANDERSON—Gone to St. Mary of Nazareth hospital, July 28, 1915, beloved wife of Albert and Anna Anderson, daughter of Mrs. E. J. Anderson, 1214 N. Dearborn, Chicago, Ill. Funeral services at St. Mary's church, 1214 N. Dearborn, Chicago, Ill., Wednesday, July 28, 1915, at 2 p. m. Burial in Mount Carmel cemetery, Chicago, Ill.

## OBITUARY.

**DR. WALTER BLACKBURN DORSETT**, who was superintendent of the quarantine hospital in 1878 during the yellow fever epidemic in St. Louis, died yesterday at St. Louis, Mo. He had been president of the Missouri State Medical society and professor of gynecology and pelvic surgery at St. Louis university.

**THE REV. FRANCIS WARD**, head of St. Patrick's parish, died yesterday at Iowa City, Ia.

## Pastor to Address Commerce Men.

The Rev. William T. McElveen, P. D., pastor of the Evanston Congregational church, will address the Chicago Association of Commerce meeting tomorrow at 12:15 p. m. on the roof garden of the Hotel La Salle. His theme will be "The Soul of Chicago—Its Force and Significance."

E. P. Hicmell, national director of the American Red Cross, will also be one of the speakers. Mr. Hicmell has recently returned from the European war zone, where he has been supervising American Red Cross relief work and is here now in connection with the Eastland disaster.

## Will Protest Tax Increase.

Property owners from the north central business district will appear before the Board of Assessors tomorrow morning at 11:30 to protest against the increase in taxes.

## Kappa Alpha Pi to Meet.

The Kappa Alpha Pi fraternity will hold its annual meeting at the Hotel La Salle tomorrow evening.

## Traffic Club Luncheon.

The Traffic Club of Chicago will have a luncheon tomorrow in the roof garden. Hotel La Salle.

## DEATH NOTICES.

**ARLACHLAGHER**—John Arlachlager, aged 55 years, beloved husband of Louisa, died Sunday, July 26, 1915, at 2 p. m. from a heart attack. Burial in Mount Carmel cemetery, Chicago, Ill.

**BOUCHER**—Mary Boucher, beloved aunt of Mrs. M. J. Boucher, died Sunday, July 26, 1915, at 2 p. m. from a heart attack. Burial in Mount Carmel cemetery, Chicago, Ill.

## DEATH NOTICES.

**COLLANGE**—Walter L. Collange, suddenly, beloved father of Mrs. Edward W. Collange, died Sunday, July 26, 1915, at 2 p. m. from a heart attack. Burial in Mount Carmel cemetery, Chicago, Ill.

**CHILDREN**—E. W. Children, 78 years, husband of Mrs. E. W. Children, died Sunday, July 26, 1915, at 2 p. m. from a heart attack. Burial in Mount Carmel cemetery, Chicago, Ill.

## DEATH NOTICES.

**KNABE**—Anna Knabe, nee Schreiber, aged 78 years, 11 months, beloved wife of the late John Knabe, died Sunday, July 26, 1915, at 2 p. m. from a heart attack. Burial in Mount Carmel cemetery, Chicago, Ill.

**MAHER**—James M. Maher, July 28, 1915, aged 9 years and 4 months, beloved son of Mr. and Mrs. J. M. Maher, died Sunday, July 28, 1915, at 2 p. m. from a heart attack. Burial in Mount Carmel cemetery, Chicago, Ill.

## DEATH NOTICES.

**MCKENZIE**—James McKenzie, July 27, 1915, beloved husband of Christina McKenzie, nee Fenn, died Sunday, July 27, 1915, at 2 p. m. from a heart attack. Burial in Mount Carmel cemetery, Chicago, Ill.

**O'CONNELL**—Myrtle O'Connell, July 27, 1915, beloved daughter of James and Annie (nee O'Brien) O'Connell, died Sunday, July 27, 1915, at 2 p. m. from a heart attack. Burial in Mount Carmel cemetery, Chicago, Ill.

## DEATH NOTICES.

**LOWNDES**—MacKenzie Lowndes, in his eightieth year, died Sunday, July 26, 1915, at 2 p. m. from a heart attack. Burial in Mount Carmel cemetery, Chicago, Ill.

## DEATH NOTICES.

**GREENE**—D. Russell Greene, suddenly, July 26, 1915, beloved husband of his late wife, 8200 Erie-av., Thursday, 3 p. m. to Oak-wood.

**HOWARD**—Mrs. Margaret Howard, nee Anglin, beloved wife of Daniel, mother of Oscar, Frank, William T. Neale, 7 grandmothers of Lillian M. and William F. Howard, died Sunday, July 26, 1915, at 2 p. m. from a heart attack. Burial in Mount Carmel cemetery, Chicago, Ill.

## DEATH NOTICES.

**KITE**—George W. Kite, July 28, 1915, aged 79 years; husband of Sarah Worthington Kite; father of Mrs. H. A. Kite, Mrs. John Whitfield, and Mrs. H. C. Kite. Funeral services Thursday, July 29, at 2 p. m. from the residence, 233 N. Miami-av., Audubon, Ill. Burial in Mount Carmel cemetery, Chicago, Ill.

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## DEATH NOTICES.

**SAVIER**—Sarah L. Savier, 5 p. m., July 27, 1915, beloved wife of John Savier, mother of John Savier, 567 Irving-av., Chicago, Ill. Funeral Thursday morning from 121 Gordon-street, North Dearborn, at 10 a. m. Burial in Mount Carmel cemetery, Chicago, Ill.

**SEDLACH**—Anna Sedlach, nee Parikh, beloved wife of Louis G. Sedlach, mother of Ambrose and Eugene Sedlach, died Sunday, July 26, 1915, at 2 p. m. from a heart attack. Burial in Mount Carmel cemetery, Chicago, Ill.

## DEATH NOTICES.

**STENSON**—James Stenson, brother of Patrick, died Sunday, July 26, 1915, at 2 p. m. from a heart attack. Burial in Mount Carmel cemetery, Chicago, Ill.

**STEWART**—Mary A. Stewart, 78 years, widow of James Stewart, mother of Mary Stewart, Fred Stewart, John Stewart, Charles Stewart, and William Stewart, died Sunday, July 26, 1915, at 2 p. m. from a heart attack. Burial in Mount Carmel cemetery, Chicago, Ill.

## DEATH NOTICES.

**WALSH**—Edward Walsh, beloved son of William and Katherine Walsh, died Sunday, July 26, 1915, at 2 p. m. from a heart attack. Burial in Mount Carmel cemetery, Chicago, Ill.

**WILSON**—Mary E. Wilson, beloved mother of Ben N. Wilson, died Sunday, July 26, 1915, at 2 p. m. from a heart attack. Burial in Mount Carmel cemetery, Chicago, Ill.

## DEATH NOTICES.

**FOR SALE**—FURNITURE LOT IN OAK RIDGE cemetery, 2000 N. Dearborn, 301 N. Dearborn-av., or Fulton.

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## At the Majestic;

## Notes of the Stage.

## BY PERCY HAMMOND.

ARCUS LOEW, one of the sovereign lords of the cinema, answers with humor and judgment the charge that association with the "movie" diminishes an actor's value to the speaking stage. He has for his many of his dumb players to appear in the standard theaters, on the ground that such appearance would be detrimental to their popularity in the run-downs and Bijou Dreams of which he is the overlord.

## Money - Back

## Review

## THE MELTING POT

## THE HOUSE DIVIDED

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**ACTIONS**  
SPEND \$500,000  
ON SOUTH SHORE

**fers.**[illegible][illegible][illegible]

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19346	2-story brick; late; E. C. J. Wharncliffe, mason; carp.	15,000	stated
19347	2-story brick; late; E. C. J. Wharncliffe, mason; carp.	15,000	an W.
19348	2-story brick; late; E. C. J. Wharncliffe, mason; carp.	15,000	A. Gr
19349	2-story brick; late; E. C. J. Wharncliffe, mason; carp.	15,000	north
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19351	2-story brick; late; E. C. J. Wharncliffe, mason; carp.	15,000	promi
19352	2-story brick; late; E. C. J. Wharncliffe, mason; carp.	15,000	termin
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19355	2-story brick; late; E. C. J. Wharncliffe, mason; carp.	15,000	spring
19356	2-story brick; late; E. C. J. Wharncliffe, mason; carp.	15,000	building
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**The Tribune Investors' Guide**  
Answers to Inquiries

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speculation rather than an investment, is evident.

**National Tea Stock.**  
The Boston Tea Stock Company tentatively agreed to advance \$50,000 to the International Tea Company. Then, apparently, the more conservative of the bankers' committee refused to go on with the deal, and the ultimate loss of their money, and the situation at hand indicates that agreement of this company has been granted and visionary. There is no exalted was in inducing people to invest in stocks.

**BOSTON STOCK TRANSACTIONS**

Mass. July 27. (Special.)—Continued to sag today on the metal. Producers, however, are not discouraged.

Superior One Sale. Open High Low Close

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you must have observed that in the  
city of such cases the management of  
estate is committed to a trust company.  
*healthy and far-seeing men* adopt this  
is because their wisdom and experi-  
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most desirable.  
should not the family of the man of  
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**Trust Title & Trust Company**  
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**TOO HIGH?**  
Are the MOTOR STOCKS selling too high? Read Norman Merriman's facts and conclusions.

**REPUTATION?**  
Is there a chance of repudiation of LOANS by the WAR NATIONS? Chas. F. Spence and Paul Clay give their opinions, supported by facts.

**BOND BARGAINS?**  
Which of the so-called RECEIVER-SHIP bonds may be regarded as bargains? E. M. Van Wickles points them out.

**COPPERS?**  
Thinking of buying coppers? READ what C. Burtin writes on CHILE and KENNECOTT COPPER.

**Steel Common Chart**  
Point movement chart showing the steel-

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actions for the past three years.  
Fact stories on FIRE, AMERICAN  
LIGHT & TRACTION, STANDARD OIL  
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The romance and history of the  
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BOYS-3, BRIGHT, INTELLIGENT TO

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**and rapid; steady.**  
**R. R. DONNELLY & SONS CO., TEL**  
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**DIE MAKERS—20 MEN EXP. ON LAMINATE**  
and medium sized blanking and forming dies  
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 has knowledge of toning and finishing auto  
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 experienced, competent on the last day  
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 R. DONNELLEY & SONS CO., Ltd. Press-  
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local industrial; no drawing stock  
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MEN - WONDER! MOST CITY  
local industrial; no drawing stock  
Mr. Blake, 162 N. Dearborn St., Chi.  
MEN - EXP. FOR COLLECTING  
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65 rooms; steam heat; on street.

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**CORNER STORE**  
to rent; also suitable for  
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erably private and  
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**FOR SALE—29 DESKS, WITH**  
80 by 24 inches, with  
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Will sell very cheap.  
Phone Central 74 and ask for  
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